

The Hongkong Telegraph.

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NEW SERIES No. 4610

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TUESDAY, AUGUST 9, 1904.

二拜禮

號九月八英港香

\$30 PER ANNUM
SINGLE COPY, 10 CENTS.

BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,320,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, KOREA.
NAGASAKI, LONDON.
LYONS, NEW YORK.
SAN FRANCISCO, HONOLULU.
BOMBAY, SHANGHAI.
TIENSIN, NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On Deposits for 12 months at 4 per cent.
On fixed deposits for 12 months at 4 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubert, Esq.
E. Snellin, Esq.

Chief Manager—J. R. M. SMITH
Manager—H. M. BEVIS

LONDON BANKERS—LONDON AND COUNTESS BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On Deposits for 12 months at 4 per cent.

ON FIXED DEPOSITS:
For 3 months, 3 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 21st July, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Paid up Capital \$324,377

HEAD OFFICE—HONGKONG.

Board of Directors—
Greasy Ewens, Esq. | Kwan Fong Kuk, Esq.
J. Focke, Esq. | G. C. Moxon, Esq.

Chief Manager—
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 per cent.

Hongkong, 2nd August, 1904. [1]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENTS
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [24]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADENEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, CEBU, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESDENER BANK,
COMPTON NATIONAL D'ESCOMPTE DE PARIS, &C.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VIEUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 16th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
ON THE 14TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES:
CANTON, PENANG, CHEFOO, SINGAPORE, HANKOW, TIENSIN, PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
per Annum Fixed Deposits for 3 months.
" " " " 6 months.
" " " " 12 months.

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" " " " 6 months, 3 per cent.
" " " " 3 months, 2 per cent.

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY—FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

SHIPS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	COROMANDEL	About 11th August	Freight and Passage.
LONDON, &C.	SIMLA	August 13th Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	BOERNE	About 19th August	Freight and Passage.
SHANGHAI and KOBE (Passing through the Inland Sea)	FORMOSA	About 23rd August	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 6th August, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES
PREUSSEN	WEDNESDAY, 17th August.
GNEISENAU	WEDNESDAY, 14th September.
PRINZ HEINRICH	WEDNESDAY, 28th September.
BAYERN	WEDNESDAY, 12th October.
SACHSEN	WEDNESDAY, 26th October.
ZIETEN	WEDNESDAY, 9th November.
PRINZESS ALICE	WEDNESDAY, 23rd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 7th December.
PREUSSEN	WEDNESDAY, 21st December.
PRINZ ECTEL FRIEDRICH	WEDNESDAY, 4th January, 1905

ON WEDNESDAY, the 17th day of August, 1904, at 9 A.M., the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS SPECIE AND CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 16th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.5, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 9th August, 1904. [13]

Intimations.

LANE, CRAWFORD & CO., MUSICAL DEPARTMENT.

NEW MODELS OF PIANOS JUST RECEIVED FROM—

BRINSMEAD, BROADWOOD,
COLLARD and COLLARD,
(CHALLEN and SON,
and DORNER.

N.B.—NEW GENUINE Instruments from the above Makers are to be had in Hongkong from LANE, CRAWFORD & CO. ONLY.

MUSICAL INSTRUMENTS OF EVERY DESCRIPTION.

EDISON'S PHONOGRAPHS.

REPAIRS.

Special attention given to all kinds of repairs by thoroughly experienced workmen under SPECIAL EUROPEAN SUPERVISION.

Hongkong, 11th July, 1901. [38]

CIGARETTES.

VERY CHOICE TURKISH CIGARETTES,

PACKED BY

LE ROITH & Co.,

66, ST. JAMES STREET, LONDON.

AGENTS,

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 6th August, 1904. [41]

Intimations.

Bovril is an ideal food for the strong and the weak. Bovril imparts extra vigor to the healthy, greater strength to the ailing. Bovril is, moreover, a true friend in the kitchen. It adds nourishment, and gives a delightful "twang" to soup, sauces, gravies and entrees.



779]

TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & Co., PERTH WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904

[778]

PO CHEUNG & Co.,

昌發

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,

GENERAL DOMESTIC GOODS, &c., &c.

TELEPHONE 460.

Hongkong, 13th July, 1904.

[833]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

[26]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

[27]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—14, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Satahara, Taubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong. [780]

Intimations.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY
HALF-YEARLY MEETING
OF SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 16th August, at 12 o'clock.
Noon, for the purpose of receiving a report of
the Directors, together with a Statement of
Accounts, declaring a Dividend and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to the 16th
August, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 26th July, 1904. [873]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDINARY
HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation
will be held at the CITY HALL, Hongkong,
on SATURDAY, the 20th day of August next,
at NOON, for the purpose of receiving the
Report of the Court of Directors together with
a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [889]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTERS of SHARES of the Corporation
will be CLOSED on SATURDAY, the
6th, to the 20th day of August next (both days
inclusive), during which period no Transfer of
Shares can be Registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [890]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will
be held in the Offices of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
the 22nd August, at 12 o'clock, Noon, for the
purpose of receiving the report of the Directors
and the Statement of Accounts to the 30th
June, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 22nd
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 29th July, 1904. [885]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General
Managers of A. S. WATSON & Company,
Limited, hereby invite applications from the
Shareholders of the Company for the issue of
30,000 new shares of \$10 each at a Premium of
10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day
of September, 1904, applying for the New Issue
will be entitled to one share for every two shares
registered in his name. Shares not applied for
by those entitled to apply will be dealt with by
the General Managers in accordance with
Article 40 of the Company's Articles of
Association.

Applications for Shares in the New Issue will
be received by the Hongkong and Shanghai
Banking Corporation in Hongkong from the
28th September, 1904, to the 30th September,
1904, both days inclusive, and the whole amount
of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company
will be CLOSED from the 28th September,
1904, to the 8th October, 1904, both days
inclusive.

The present paid-up Capital of the Company
is \$600,000, divided into 60,000 shares of \$10
each, and the New Issue is required to increase
the Capital of the Company to \$900,000 divided
into 90,000 shares of \$10 each.

The whole of the premium received from the
New Issue will be placed to the Credit of the
Permanent Reserve Fund.

The New Issue will rank for Dividend for the
three months ending 31st December, 1904, pay-
able in May, 1905.

Forms of application for the New Issue can
be obtained at the Company's Offices in Alex-
andra Buildings or at the Hongkong and
Shanghai Banking Corporation in Hongkong,
Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [74]

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior
to a great many. He also reported that the
quality of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point, Tel. 367.
Depot, Ice House Street, Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 30th May, 1904. [677]

Intimations.

THE TRADE MARK ORDINANCE, 1898.

**APPLICATION FOR REGISTRATION OF
TRADE MARK.**

NOTICE is hereby given that THE
ANSONIA CLOCK COMPANY, of
No. 99, John Street, New York, in the United
States of America, and of No. 23, Fore Street,
London, England, have on the 4th day of July,
1902, applied for the Registration in Hong-
kong, in the Register of Trade Mark, of the
following Trade Mark—

The letter A enclosed within a square which
has short lines at its four corners and which
square is enclosed within a Diamond, in the
name of THE ANSONIA CLOCK COM-
PANY who claim to be the Sole Proprietors
thereof.

The Trade Mark has been used by the
Applicants since 1865 in respect of the follow-
ing goods—

Horological Instruments in class 10.
A facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 9th day of July, 1904.
DENNIS & BOWLEY,
Solicitors for the Applicants.

[815]

EXCURSION TO MACAO.**THE Splendid Steamer**

"YING KING,"
Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " " \$3.00, " " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & CO., LD.

Hongkong, 8th August, 1904. [919]

WANTED.

A SITUATION as GENERAL ASSIST-
ANT in a Mercantile Firm. Advertiser
has knowledge of BOOK-KEEPING and TYPE-
WRITING. First-class testimonials.

Apply to—

"W."

C/o Hongkong Telegraph.

Hongkong, 6th August, 1904. [914]

IMPORTANT NOTICE.**FRESH ARRIVALS.**

BY GIVING A VERY LARGE ORDER,

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

**"APOLLO
MASTER
PLAYERS"**

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM

\$365 TO \$850.

**NEW
CONSIGNMENT**

JUST ARRIVED

PER S.S. "EMPEROR OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak included) without a

Single Failure, which can be said of no other

Player.

THE**ROBINSON PIANO**

Co., Ltd.

Hongkong, 3rd August, 1904. [39]

LADY (Married), requires position as
HOUSE-KEEPER, or ASSISTANT
HOUSE-KEEPER in Good Hotel in Hong-
kong, or Manila, or would not object to serve
in Bar.

Apply—

"BOX,"

C/o This Paper.

Hongkong, 19th July, 1904. [840]

Intimation.**THE WORRIED WOMEN.**

They say men must work and women must
weep; but alas, in this too busy world women
often have to work and weep at the same time.
Their holidays are too few and their work
heavy and monotonous. It makes them
nervous and irritable. The depressed and
worried woman loses her appetite and grows
thin and feeble. Once in a while she has spells
of palpitation and has to lie up for a day or two.
If some disease like influenza or malarial fever
happens to prevail, she is almost certain to have
an attack of it, and that often paves the way for
chronic troubles of the throat, lungs, and other
organs; and there is no saying what the end
may be. Let the tired and overladen woman
rest as much as possible; and, above all, place
at her command a bottle of

WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies
of women. It is palatable as honey and con-
tains all the nutritive and curative properties of
Pure Cod Liver Oil combined with the Com-
pound Syrup of Hypophosphites and the
Extracts of Malt and Wild Cherry. Search the
world over and you will find nothing to equal
it. Taken before meals it improves the nutri-
tive value of ordinary foods by making them
easier to assimilate, and has carried hope and
good cheer into thousands of darkened homes.
It is effective from the first dose, and probably
one bottle is all you may need. It is absolutely
reliable and effective in Blood Impurities,
Nervous Dyspepsia, Wasting Conditions,
Melancholy, Chlorosis, Impaired Nutrition,
Scrofula, Low Vitality, and all troubles of the
Throat and Lungs. Dr. E. J. Royes says: "I
have found it a preparation of great merit. In
a recent case a patient gained nearly twenty
pounds in two months' treatment, in which it
was the principal remedial agent." It carries
the guarantee of reliability and cannot fail or
disappoint you. Why accept a substitute?
Sold by all chemists.

8

**JULES VERNE ON HIMSELF
AND OTHERS.**

Mr. Gordon Jones contributes to *Temple Bar*
an interesting interview with the venerable
scientific novelist at Amiens. Asked as to the
beginning of his career as an author, M. Verne
replied:—

"As early as twelve or fourteen I was never
without a pen in my hand, and during my
school days I was always writing, my tasks
being chiefly poetical. During the whole of
my life I have always had a great passion for
poetical and dramatic work, and in my later
youth I published a considerable number of
pieces, some of which met with a fair amount
of success. My second and principal career
did not commence till I was over thirty, and
was brought about by a sudden impulse. It
struck me one day that perhaps I might utilise
with advantage my scientific education to blend
together science and romance into a work of
an advantageous description that might appeal
to the public taste. The idea took such a hold
upon me that I sat down at once to carry it
into effect, the result being 'Five Weeks in a
Balloon.' The book met with astonishing
success, and several editions being soon ex-
hausted, my publishers urged upon me the
desirability of producing some more volumes
in the same style. Although not
wholly pleased with the idea, I complied with
their request."

Madame Verne pointed out that many of her
husband's principal characters were Englishmen.
"He has a great admiration for your
countrymen."

"Yes," broke in M. Verne, "the English
from their independence and self-possession
make admirable heroes; especially when, as
in the case of Mr. Phileas Fogg, the nature
of the plot requires them to be confronted at
every moment with formidable and entirely
unforeseen difficulties."

He owed the suggestion of "The Green Ray"
to his visit to "Fingal's Cave in the Isle of
Staffa."

"The Floating City" was entirely suggested
by a trip taken to America in the *Great East-
ern*; and "Round the World in Eighty Days,"
perhaps the most celebrated of all his works,
was due merely to a tourist's advertisement seen
by chance in the columns of a newspaper.

Interrogated as to method of work, M. Verne
replied that until recently he invariably rose to
five and did three hours' writing before break-
fast. The bulk of his work was done at this
time. He kept himself abreast of the times by
wide reading in newspapers and periodicals, by
clipping out interesting paragraphs and enter-
ing them for future use.

HIS FAVOURITE AUTHORS.

Questioned as to his favourite author among
the dead, he answered with enthusiasm, "For
me the works of Charles Dickens stand alone,
dwarfing all others by their amazing power and
felicity of expression." Among living authors,
with more hesitation, M. Verne made his
choice. He said:—

"There is an author whose work has appeal-
ed to me very strongly from an imaginative
standpoint, and whose books I have followed
with considerable interest. I allude to Mr. H.
G. Wells. Some of my friends have suggested
to me that his work is on somewhat similar
lines to my own, but here, I think, they err. I
consider him, as a purely imaginative writer,
to be deserving of every high praise, but our
methods are entirely different. I have always
made a point in my romances of basing my
so-called inventions upon a groundwork of
actual fact, and of using in their construction
methods and materials which are not entirely
without the pale of contemporary engineering
skill and knowledge. The creations of Mr.
Wells, on the other hand, belong unreservedly
to an age and degree of scientific knowledge far
removed from the present, though I will not
say entirely beyond the limits of the possible."

£10,000 DAMAGES

FOR THE LOSS OF FIVE TENTH.

Miss Sarkisowa, a Russian operatic singer,
had five teeth knocked out in a railway ac-
cident. Suing the Railway Company, she was
awarded damages at the modest rate of two
thousand pounds a tooth, probably a record in
judicial decisions. Recently a French theat-
rical lady recovered heavy damages from an
advertiser who had published a portrait of her
without her teeth, showing what she might
have looked like if she had not used his tooth
wash. Some of the most painful accidents are
those that go altogether uncompensated. Miss
Finnah Ridd, a well-known lady artist of
Leeds, fell from a ladder while decorating a
Christmas-tree. A medical specialist per-
formed an operation upon her, but she says that
the effects of the accident continued for two years,
and the only compensation she got was that
when at last a remedy was found in the shape
of Dr. Williams' pink pills for pale people they
not only cured her but made her better and
stronger than she was before. She said: "I
have not the slightest hesitation in saying that
they did all I expected of them. My limbs
had become at this time too weak to support



The Lady and the Ladder.

me, and I was liable to sudden fits of dizziness,
which not only made my work a burden, but
debarred me from walking out to make my
purchases. One day I left my studio to visit a
certain shop, but I had not walked a hundred
yards when my legs tottered beneath me, my
head seemed to be awash, and I had to clutch
at some railings to support myself, or I should
have fallen to the ground. I remained in this
state of health two or three minutes, and I was
so ill that I staggered into the first car that
came and made my way home. These fainting
fits frequently occurred. Sometimes I could
not move at all, while I could never do more
than a crawl. When I went to bed I could
not move my legs. They seemed as though
they were made of iron. My appetite left me,
and often as I sat down the pictures on the
wall would seem to be moving about. I
decided to give Dr. Williams' pink pills another
trial, and after taking two or three bottles I
began to feel much better. I was not so liable
to attacks of headache or dizziness, and I felt a
little safer on my feet. I took about half a
dozen bottles in all, and they brought about a
wonderful change.

"I got so well that I could walk long dis-
tances without feeling in the least exhausted,
and my friends were astonished at my recovery.
I was surprised myself, but I knew what it was
that was restoring me to health. It was Dr.
Williams' pink pills, and it is with the greatest
pleasure that I give this testimonial for publi-
cation. They did for me everything that is
claimed for them, and I can honestly recom-
mend them as a cure for the ailments from
which I suffered."

Miss Ridd is, as we have said, well known
as an artist. Her home is Clyde Cottage,
Coatham, Redcar, England. Her reputation
and important position in life give interest and
value to her testimony. Such is the fame of
Dr. Williams' pink pills that those who have
benefited by them are generally pleased to
make known their experiences. Anæmia, bile,
consumption, eczema, headache, indigestion,
kidney diseases, rheumatism, scrofula, and all
diseases that arise from impure blood and
shattered nerves have been cured in countless
cases by Dr. Williams' pink pills. Women
they especially help in these characteristic
troubles which they do not talk about. The
pills are not a core-all. They cure by action
on the blood and on the nerves, curing fist,
paralysis, locomotor ataxia, St. Vitus' dance,
and neuralgia. Only the genuine pills, bearing
Dr. Williams' name, cure. Substitutes never
cure. Genuine pills post free from Dr.
Williams' medicine company, Holborn-viaduct,
London, for two shillings and ninepence; but
they can be had at all medicine shops if you
take care to get the right ones, which did so
much good to this celebrated Lady-Artist. [47]

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10
Do. demand	1/10 1/16
Do. 4 months' sight	1/10 1/4
France—Bank T.T.	23 1/2
America—Bank T.T.	44 1/2
Germany—Bank T.T.	1/8 1/2
India T.T.	1/3 1/2
Do. demand	1/3 1/2
Shanghai—Bank T.T.	7 1/2
Japan—Bank T.T.	90 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	110 1/2
4 months' sight L/C.	1/10 1/2
6 months' sight L/C.	1/10 1/2
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	1/10 1/2
4 months' sight France	23 1/2
6 months' sight do.	23 1/2
4 months' sight Germany	1/8 1/2
Bar Silver	26 1/2
Bank of England rate	1/3 1/2

BUYING.

To-day's quotations are as follows:—	
Malwa New	98 1/2/100
Old	100 1/2/100
Older	101 1/2/100
Oldest	102 1/2/100
Palma New	101 1/2
Benares New	101 1/2
Parian (Paper)	84 1/2/100

Auction.**PUBLIC AUCTION.**

THE Undersigned have received instruc-
tions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

WEDNESDAY,

the 24th August, 1904, at 3 P.M.,
at their

Sales Rooms, No. 8, Des Vœux Road,
(Corner of Ice House Street).

THE British Screw Steamer

"HOICHIING,"

Built in London in 1879. Length over all
175 feet. Breadth 26 1/2 feet. Depth 14 feet. Gross
Tonnage 500. H. P. nominal 200. Cylinder 28
in. by 48 in. Stroke 22 in. Revolution of En-
gines per minute 80. Working Pressure 60 lbs.
3 Donkey Engines and One Winch.

She has a Government Licence to carry
400 Passengers.

TERMS—As usual.

For Further Particulars, apply to—
HUGHES & HOUGH,
Auctioneers.

Hongkong, 4th August, 1904. [910]

To Let.

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15,
GAP ROAD, MORRISON HILL,
thoroughly cleaned and colour-washed, in
flats or whole.

Apply to—

CHAN SHAU U,

or

A. STEVENSON,

Agent for Lessee,

C/o THE PHARMACY,

房藥大法中

No. 56, Queen's Road Central.

Hongkong, 6th August, 1904. [911]

TO LET.

6, SEYMOUR TERRACE, 4-room House
and side verandahs. \$100 and Taxes.

Apply to—

"CHEAP,"

C/o this Paper.

Hongkong, 4th August, 1904. [908]

TO LET AT MACAO.

HOUSE No. 15, PRAIA GRANDE, well
ventilated, with large and airy rooms
and nice verandah.

For Particulars, apply to—

OMER CASSAM MOOSA,

49, Rua Central,

Macao.

4th August, 1904. [909]

TO LET.

GODOWN No. 6, NEW PRAIA, KENNEDY
TOWN.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Announcements.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

CIGARS

LARGE STOCKS of the
BEST BRANDS in FINE
CONDITION.

CIGARETTES

A FINE SELECTION of
AMERICAN, ENGLISH
and EGYPTIAN.

TOBACCOS

IN GREAT VARIETY.

SMOKERS' REQUISITES.

ALEXANDRA

BUILDINGS.

THE HONGKONG DISPENSARY
1841 ESTABLISHED 1841

Hongkong, 30th July, 1904.

TELEPHONE NO. 14.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 2nd EDITION.
ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

**FURNITURE
DEALERS.**

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestocel goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK."

Hongkong, 3rd May, 1904.

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All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MSs. nor to return any Contribution.

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five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 9, 1904.

THE SERVANT DIFFICULTY.

Among the many problems which will undoubtedly be brought to the notice of His Excellency the Governor during the term of his administration in Hongkong is that dealing with the registration of the domestic servant. The question was widely discussed some months since when we first announced in these columns that the ladies of Hongkong had requested that legislation be introduced to cope with the existing difficulties in connection with Chinese service, had suggested that an Ordinance be initiated on the following or similar lines:—

(a) Compulsory registration of all domestic servants; (b) Compulsory photographing of all domestic servants; (c) Compulsory taking out of registration certificates; (d) Compulsory entries of changes of the services on the registration certificates; and (e) all the other measures embodied in the draft Bill which formed an Appendix to the recent Report of the Private Chair and Jirikshia Coolies Commission. Their petition was introduced at a Council meeting in January last, but H. E. the Officer Administering the Government would not permit its being laid on the table as it was out of order by reason of its not being addressed to the hon. members. A correspondent has now written inquiring whether further action will be taken, and pointing out that the problem is becoming more difficult of solution, nothing appearing to satisfy the domestic servant who, he alleges, is always on the look out for a better situation which means better pay, better board, less work and more freedom. Formerly, the domestic was more largely available and much cheaper and far superior to what he is now, with the result that domestic economy is a source of increasing annoyance and strain especially to the ladies of the Colony. The only remedy is registration which will undoubtedly keep them well under control. In Ceylon a person who needs a servant sends a note to the Registrar, who exhibits a list of vacancies at his office daily. All unemployed registered servants go there to examine this list, and dozens generally apply for the appointment within a very few hours. Applicants are trained servants who have a complete record of their service in their pocket registers, men whose name, description, nationality, etc. are recorded in the book for purposes of identification; whose whole career from date of registration is accounted for; whose recorded characters are genuine and not borrowed for the occasion; men who cannot swear that their last salary was, say, rs. 30 when it was only rs. 15; in a word, men whose antecedents are carefully recorded for one's benefit. According to the system at present in vogue we have no means whatever of identifying a 'boy,' who, in his neatest of dress, presents himself for engagement and relies upon the bare statement of a needy relative or friend to obtain employment. It is immaterial whether he brings a certificate as to his character or not; those are always obtainable on loan or hire. If engaged he is really employed upon his personal appearance and a plentiful supply of faith. He may turn out a success, or he may not, and more often than not it is only when he has practised his 'arts' that one is able to realise the character of the man that he has been employing. Then he is dismissed, and the employer has to go through the same process again, and possibly get another as bad, or worse. With registration, a correct description of the person, his age, birthplace, parents' names, any peculiar marks on his body, a thumb impression, and photograph could be recorded so that at any time it would be possible to trace the person, if occasion arose. Then again, he could not desert or abscond at will; for, when entering employment, a note would be made in his pocket register, which he would be called upon to take to the registry and have noted and until this was cancelled by another entry, specifying the date and cause of dismissal he could not accept another engagement. On the other hand, it would prevent his being discharged from a situation without due notice and a

just cause. Therefore, legislation could be made to protect the servant as well as the master, and it is this which the ladies of Hongkong recently sought to have initiated. They did not ask for oppressive legislation in their favour as against the interests of the Chinese, but merely that every servant who offered himself as a servant should come with credentials which could be relied upon. It was not asking much; and the difficulties in the way of a successful enactment are by no means so intricate as those which beset the registration of Chinese partnerships, concerning which legislation must be initiated in the near future.

LOCAL AND GENERAL.

THE French mail of the 14th July was delivered in London on the 8th inst.

A CASE of plague reported since noon of yesterday makes the total to date 485.

THE China Sugar Refining Co. is about to declare an interim dividend of five per cent.

It is stated that a Russian cruiser is to be built by public subscription to be called the *Admiral Makarov*.

ADMIRAL Togo is already commemorated by his name being given to a new railway station 30 miles from Seattle.

THE British destroyer *Janus* has arrived safely at Taku, where she is to be repaired by the Taku "up and Lighter Co., Ltd.

THE Hon. C. H. Strutt, M.P. for the Maldon Division of Essex, has left England for Borneo, and he will not return until next year.

THE Emperor of Korea has made the summer recess an excuse for not receiving the Japanese Minister Mr. Hayashi on his return to Seoul.

THE P. & O. steamers *Sacatra* and *Almazan* report passing large quantities of dangerous floating debris between Oo Sima and Rock Island.

THE King has been pleased to approve of the appointment of Mr. H. C. Nicolle, (Local Auditor, Hongkong), to be Treasurer of the Island of Ceylon.

CHING Yuan has been captured by the rebels, Liang-Kuang, Yunan, Kweichow, and Hunan are ordered to despatch troops to the assistance of Kwangsi.—*Eastern Times*.

THE hospital being erected on Mount Kelleit by the executors of the late Granville Sharp, and which is to be called after the testator's wife, is making fairly rapid progress, two of the buildings being now nearly roofed.

ON 30th ult., Police Sergeant Mussel left Singapore for Penang to bring C. C. St. Clair, the pugilist, to Singapore. St. Clair was arrested in Penang on a telegram from Singapore charging him with cheating in respect to the sum of \$50 odd.—*S. F. Press*.

MESSRS. Hanna, Donald and Wilson, of Abbey Works, Paisley, have received the contract for a caisson for the dock which is being built for Messrs. Butterfield & Swire at Quarry Bay and also the necessary hauling gear, which will be driven by a powerful electric motor.

THE demand for false hair has greatly increased, while the supply has diminished to an extent qualified as perfectly alarming by the West End coiffeurs. The actual supply of false hair for the European markets is now for the most part imported, via Marseilles, from Asia Minor, India, China, and Japan.—*Health*.

THE operations for raising the Russian cruiser *Varyak* at Chemulpo are progressing slowly. The ship's guns and coal have already been raised, and at present the sand and mud in the hold of the vessel are being removed by means of electric power, while the pumping out of water is also in progress, the breaches in the hull of the vessel having been repaired by divers. It is expected that the cruiser will be afloat before the end of this year. The transport *Songari* will probably be floated in two months.

ACCORDING to information which has reached an official quarter here from St. Petersburg, says the London correspondent of the *Birmingham Post*, it is understood that a Russian political officer, with a small escort, will be sent to Lhasa immediately the British expedition arrives there, to be present at, though not to take any part in, the negotiations for a peaceful settlement of the present difficulty between Great Britain and Tibet. As to whether the officer will join in the British expedition on the way, or, with his escort, will make his own way to Lhasa, is not yet clear; but the step is not without interest as showing Russian anxiety to maintain its influence in Tibet.

It is reported from Changsha that since the beginning of last year when a large body of Kwangsi rebels crossed the borders into Hunan province and made such havoc there, resulting in a portion of them also getting into Szechuan, no less than 15,000 Hunanese troops have been sent down from Changsha to patrol the Hunan-Kwangsi frontiers in order to prevent any further recurrence of similar raids from the southern province. Besides the troops on the borders some 8,000 are now scattered about in Kwangsi province in detached bodies assisting the territorial forces of Kwangsi in garrisoning the various cities there. In consequence of this Hunan itself is nearly depleted of troops and it is feared that trouble may come out of it when least expected.—*N. C. D. News*.

THE Committee of the Club Germania have issued invitations for a concert to be given in the German Club to-morrow evening.

A HANGHAI report, dated 5th inst., says that the capture of the liner *Garlic* is feared, for she carries on board five millions pounds sterling of the American loan of Japan.

SIAM requires a motor van for carrying bullion, according to the *Automotor Journal*. The Royal Mint authorities at Bangkok, Siam, are desirous of obtaining a motor van for the transfer of ingots, coin, &c., up to one ton.

THE I. C. S. N. Co.'s steamer *On Sing* has been chartered to load 65,000 piculs rice from Saigon to port Japan at 25 cents per picul, and the same company's s.s. *Hin Sing* arrived at Hongkong to-day with 48,000 piculs at 15 cents.

THE Chinese messenger employed at the Naval Yard who forged a cheque for \$20 and received that amount thereon, from the Hongkong and Shanghai Bank was, this afternoon, committed by Mr. Kemp to take his trial at the next Criminal Sessions.

TO-DAY being the second anniversary of the coronation of King Edward VII, a royal salute was fired from the battery at noon. Several of the vessels in harbour dressed ship, but otherwise the importance of the occasion seemed to have been overlooked.

ACCORDING to a San Francisco wire of 5th inst., Field Marshal Oyama, the commander-in-chief of the Japanese forces, presented formal demand for the surrender of Port Arthur pointing out the futility of further resistance and the useless shedding of blood. The demand was met with unequivocal refusal by the Russian commander.

CAPT. Kynoch, of the s.s. *An Pho* which arrived from Saigon this morning, reports that at 1 p.m. on Sunday, when in lat. 19° N., long. 112° E. he passed a dome topped buoy with white and black, broad, vertical stripes, and a bamboo staff with a blue flag on top and two lamps made fast to the foot. A small chain, he says, was hanging from the top of the buoy, into the water.

NATURAL soap has been discovered in Algeria, being produced by a tree known as *Sapindus utilis*. Its fruit has valuable saponaceous qualities when treated with water or alcohol. The soap obtained from this tree (long known in Japan, China and India) is superior to the ordinary article of commerce, being free from alkaline properties; while the cost of its production and manufacture is low.

THE *Japan Gazette* states that in accordance with a resolution at the last meeting of shareholders of the Grand Hotel, Captain F. Davies, late of the *Bingo-maru*, was to assume the position of Assistant Manager of the hotel on the 13th ult. Captain Davies, says the *Gazette*, has been very popular as a host on the water and will be welcomed by the patrons of his new post on land. Mr. Louis Eppinger, the veteran manager, will avail himself of Captain Davies' arrival to take a well-earned holiday in the country.

Two Brighton gentlemen, Mr. A. L. Napper and Mr. J. L. Langford, have sailed from Lowestoft in a 14-ton sailing boat, named the *Brighton*, for Australia. Their little craft, which is only 4 ft. long, was to call at Brighton for provisions and necessities, and would then make for Madeira and the Cape. From the South African port, she is to strike across 500 miles of sea to Fremantle, in West Australia, and the voyagers, both of whom are certificated master mariners, expect to reach their destination by Christmas. The voyage means a trip of some 16,000 miles.

THE vast majority of Russia's population obstinately refuse to believe that the *Petropavlovsk* has been lost, says a Warsaw message. The Khrizbises, says the *Pilvintinsky Kaki*, believe that Makharoff and his men dived to the bottom of the sea, where they live with mermaids in earth houses. The only things they want are money and bread. A self-styled emissary from Makharoff arrived in the village of Altaba, where, after giving a seductive description of the joys of submarine life, he collected a large sum of money from the credulous peasants and then disappeared.

THE master of the Chinese passenger launch *Kongsi* was summoned before Mr. Gompertz at the Magistracy this morning, for carrying passengers in excess of his license. The launch was visited in the central fairway on Sunday, by a European sergeant who found there were a hundred and twelve passengers on board, or seventy-five in excess. The defendant now stoutly denied what the officer said, and called no less than seven Chinese witnesses, who averred that at the time of the boarding there were no more than eighteen on the launch all told. He added that he could call plenty more witnesses. The case was adjourned till to-morrow.

TWO shabby-looking Russians appeared before Mr. Gompertz at the Police Court this morning, to further answer a charge of being in the unlawful possession of six pearls, reported to be worth \$1,400, and which had been stolen in Canton. Mr. P. W. Goldring prosecuted, and Mr. R. Harding (Messrs. Ewens and Harston) defended, whilst Madame Papier, of the Colonial Hotel interpreted. It will be remembered that when the case was first remanded, the prisoners set up an ingenious defence, declaring that the gems were in reality part of the costly jewels looted in Peking during the Boxer uprising. The case, being now proved, the Magistrate committed one of them to prison for six months with hard labour, the other being remanded.

THE British squadron which left Wei-hai-wei unexpectedly anchored in Yungching Bay in consequence of orders from home to evacuate the Gulf of Pechili.

THE East Rand Mines Company has issued a notice to the effect that the stores brought from China by the steamer *Tureedale* will be offered for sale to traders, who will be required to deposit £20 as a guarantee that they will sell to the Chinese alone.

WHEN the Russians had abandoned Dalny the Chinese looted the Government offices and private houses of the town. The City Office was almost carried away bodily, even the entrance gates being stolen. Nevertheless it was found that one godown had escaped the marauders, and this on examination was found to contain over sixty bicycles, and a quantity of revolvers among other goods. The bicycles were soon in use for exercise purposes and cycling is now in great fashion at Dalny.—*Kobe Chronicle*.

COUNT Tolstoi's recent pamphlet on the war is being secretly circulated in Russia by hundreds of thousands of copies. On the other hand, it has sown discord of the most acute nature in the Count's own family. His son Andrea is at the front with his regiment, and the younger son Leo, as a military correspondent. Countess Tolstoi is also on the side of her two sons against her husband's anti-national theories. Tolstoi devoted two whole months to the preparation of his pamphlet. During that period he suspended all other work.

A CORRESPONDENT of the *Osaka Mainichi* at the front writes as follows:—"The Chinese swarm round the dead bodies of the Russians which are left in large numbers on the battlefield. Their object is to strip off the uniforms and to steal what they can. The Japanese when possible drive the Chinese away and inter the Russians. The Chinese are quite indifferent to the war, and are found working innocently on their farms, driving horses or oxen, as if they knew nothing of the fighting which is going on almost in their sight. They take little heed if a shot or two from big guns falls near them, and only run away for a time when shot falls like rain, but when the firing stops they return and begin to search for the bullets and the shot.

SIR Donald Stewart and Sir Matthew Nathan, both recently back from service in the Gold Coast region, left for the East together the one to turn off at Aden for Mombasa, and the other to go on to Hongkong. As Sir Donald passes Suakim, says an exchange, he will doubtless be thinking of the hot campaign inshore, nearly 20 years ago, when he had his horse killed under him at Hasheen, and won great credit for his coolness and gallantry in the most difficult conditions. Before and since Hasheen, he has been through desperate campaigns. He was dangerously wounded on the march from Kabul to Candahar, and he had many escapes in the wars in Ashanti in 1895 and 1900. Curiously enough, Sir Matthew Nathan, who served in the Sappers for many years before he became a Colonial Governor, fought alongside Sir Donald on the Nile in '85, and they have since had to work together a good deal on the Gold Coast over the Ashanti control and the development of the hinterland.

THE APPEAL COURT.

The Chief Justice (Sir William M. Goodman) and the Puisne Judge (Mr. T. Sercombe Smith) resumed the hearing of the appeal from a judgment of the Chief Justice in March last in regard to certain reclaimed land (particulars of which have already appeared in these columns) at the Supreme Court this morning.

Mr. M. W. Slade (instructed by Mr. Gedge) appeared for the appellants, Chu Lee and Chu Ping, and Mr. E. H. Sharp, K.C., and Mr. H. E. Pollock, K.C., represented the respondents, Chan U Chiu and Pua Kon San.

Counsel for the respondents both addressed the Court at some length, after which Mr. Slade replied, submitting that the respondents had completely failed to prove any title whatever.

The Court deferred judgment.

THE PARSEE CHARITY.

The annual statement of accounts and balance sheet of the Parsee Charity Fund of South China for 1903 is now out, and being circulated amongst the members of the community. It shows a balance of \$91,367.77 to the credit of the fund, being an increase of nearly \$8,000, during the year. The amount is invested mostly as deposits with two of the local banks. With the usual lucidity and minuteness of detail the statement bears the stamp of Mr. A. James' (the honorary secretary) care and assiduity and cannot fail to repay a perusal by those interested.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 8th at 11.35 a.m. the Red Drum and Red S. Cone was ordered to be hoisted and at 4.45 p.m. the Red S. Cone was ordered to be hoisted.

On the 9th at 11.40 a.m. The barometer has risen in N.E. Japan and fallen in S. China and in the Philippines.

The typhoon is now south of Hongkong and moving towards the W.N.W. threatening the neighborhood of the Helms straits.

Fresh E. winds will prevail in the Formosa Channel and strong E. to S.E. winds in the northern part of the China Sea.

Forecast:—Strong E. to S.E. winds, squally.

THE BLASTING FATALITY AT LAICHIKOK.

It will be remembered by our readers that while blasting operations were proceeding at Laichikok, on the 27th ult., one of the Chinese workmen was fatally struck by the flying stones and so severely injured that he succumbed the same evening.

A series of twelve blasts had been arranged, and eleven had taken place, when the workman in question ran forward to gather up the broken stone, and while so engaged the twelfth blast exploded, the man being struck by the flying debris in such a way that his legs and right arm were broken, besides his head receiving a number of wounds, which eventually caused his death, three hours after the occurrence. As a result of this catastrophe Li Ping, the contractor, and Li Wal, the foreman in charge of the blasting operations, were charged with carrying out those operations without having placed covers over the spot, as a protection to the workmen employed there, against the flying stones. The case was called on this morning before Mr. Gompertz, and adjourned for the purpose of enabling both sides to secure further evidence.

THE BURGLARY IN QUEEN'S ROAD.

Three Chinamen were arraigned before Mr. Gompertz this afternoon on the charge of burglary of the premises of Messrs. Rombach and Co., jewellers, on the 20th ult., and stealing therefrom a case of watches, of the value of \$450. Inspector Collett was in charge of the case. Mr. O. D. Thomson appeared for the defence.

Mr. Rombach stated that on the day in question he had occasion to return to the office, and found the door open and the iron bar to secure the same wrenched off. A search disclosed the fact that thieves had entered the premises and stolen 133 silver-plated and nickel watches. Information was given to the police and on the 25th ult. they brought to him 18 watches which had been recovered from various pawn-shops, a number of them having steel chains attached. These he identified as his property, but said the chains were not his. A handkerchief was also produced which he identified as his, but the monogram had been neatly cut out. Police evidence was to the effect that the watches produced were pawned by the defendants on various dates between the 20th and 25th ult., and the defendants were arrested on the description of the pawn-brokers, who subsequently identified them. One of the defendants was the complainant's office coolie. Two of the watches were found on the person of one of the defendants. Detective, Inspector Munson testified to the finding of the watches in a number of pawn-brokers' establishments, in the Central district. He took the watches to the complainant who at once identified them, with the exception of one. A pawn-broker, of 380 Queen's Road Central, testified that on the 21st ult. a watch was brought to his shop by the first defendant and pawned with him for \$1.50. That was one of the watches produced. Several other pawn-brokers gave similar evidence, identifying the defendants and the watches produced—Mr. J. Hanson, chief of the Detective Department, testified to the identification of defendants. The case was proceeding when our reporter left.

HAWAIIANS IN TROUBLE.

Last evening two sprightly looking young Hawaiians, who had just arrived in this Colony from Honolulu, started out to see the sights of Hongkong, and first wended their way to the Ko Shing Theatre. There they asked the ticket-seller for the best seats, and were given two passes, costing fifteen cents each. They entered the theatre and sat down for about a quarter of an hour when two Chinamen entered and told them to get out as they were occupying their seats. A ticket collector was called and ordered them to vacate the seats. The Hawaiians did not see why they should be turned out, and a European constable appeared, and he ordered the men to leave. They refused to go, so the constable caught hold of one and pulled him out, the other trying to prevent his doing so. An Indian constable then joined in and tried to eject the wanderers, and one of them struck the European constable on the chest, the other trying to make him let go of his friend. They were both removed to the station and this morning Mr. Gompertz said they were undoubtedly in the wrong in not at once vacating the seats when it was pointed out to them that they were reserved for others. The serious part of the affair however was their molesting the police in the execution of their duty. He fined the first defendant \$10 for that offence, and the second \$1 for interfering. The fines were paid, but the Hawaiians, who were well-dressed and intelligent-looking young men, left the Court with looks of the most injured innocence on their countenances.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Changsha*) 11th inst.
English (*Coromandel*) 11th inst.
American (*Korea*) 12th inst.
Indian (*Namang*) 15th inst.
Canadian (*Empress of India*) 15th inst.
German (*Preussen*) 16th inst.
American (*Galle*) 18th inst.

The P. M. S. S. Co.'s s.s. *Korea* with mails, &c., will leave Manila this afternoon and may be expected here on 12th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Yokohama at 9 a.m. on 8th inst., and left again at 3 p.m., same day, for Kobe where she is due to arrive at 3 p.m. on 9th inst.

TELEGRAMS.

(Reuters.)

The Expedition to Tibet.

LONDON, 7th August.
The British Mission reached Lhasa on the 3rd instant without further fighting.

The S. S. "Malacca."

The *Malacca* has left Algiers for Port Said.

The Sinking of the "Knight Commander."

The Vladivostok Prize Court justifies the sinking of the *Knight Commander* on the grounds that the cargo and the vessel were lawful prizes, as railway material, destined for Chemulpo via Japan, was on board.

SIR IAN HAMILTON'S NARROW ESCAPE.

A nearly fatal mishap befell General Ian Hamilton on his way to the front with the foreign attachés (writes Mr. Bennet Burleigh in the *London Telegraph*). It happened at Chemulpo, when the transport *Sumitomo Maru* called in at that port with the attachés on board on her way to the front. General Ian Hamilton landed and paid a brief visit to the British Consul. He returned in the steam launch to the vessel. That day there was a jolly up-in the bouncing, tawny water, and the launch lurching as General Hamilton stepped off, he fell between it and the ship. The General would have been swept under the big transport and surely drowned had not Colonel Satow, of the Imperial Artillery, who was in charge of the attachés, sprung and gripped Sir Ian Hamilton's hand in some marvellous way as he was disappearing. To avoid being dragged under the ship with the General, Colonel Satow, who held on like grim death, flung himself into the narrow space alongside the gangway. The strain upon his arm, which was much hurt, must have been terrible, but he clung to the hand until help came and rescue was effected.

PROPOSED CHEFOO SETTLEMENT.

The document below, which speaks for itself, may be of interest now that the agitation for an international "settlement" is being renewed. It is addressed to the U.S. Consul at Chefoo. (Translation of a despatch from the Taotai at Chefoo.)

July 6th, 1899.
I have had the honour to receive the following instructions from H.E. Yu, Governor of Shantung:

"I am in receipt of a communication from the Tsungli Yamen stating that on the 22nd of May they received a despatch from Mr. Haxlonside, H.B.M. Charge d'Affaires as follows:—
"The necessity for a foreign settlement at Chefoo has been apparent for many years past, and I am now in receipt of a petition from the British Community at that Port, in which they all express anxiety for such a settlement.

I have to observe that while Chefoo has managed to devise means of raising a revenue year by year, still this has proved quite inadequate owing to the lack of a settlement with suitable regulations. In this undertaking, I am of the opinion that no serious objections will be made by the various members of the Diplomatic Corps, as they have been individually petitioned by their own nationals to assist in effecting the accomplishment of such a settlement.

It will be remembered that, on the 19th instant, I discussed this subject at your Yamen, and requested that the Governor be called upon to instruct the local authorities to promptly confer with the various Consuls, in order that the delimitations of the settlement may be decided upon at an early date. I trust that this will be done."

"The Yamen also received a despatch on the 23rd of May from Mr. Conger, U. S. Minister, to the following effect:

"The greater part of Chefoo is inhabited by foreigners and they are all desirous of having a Municipality similar to that now existing at Shanghai. This is extremely important in order to secure proper sanitation, to protect the public health, and to avoid disturbances, and also to facilitate the protection of merchants and others of various nationalities residing there, and moreover will prove a source of economy to Chinese and foreigners alike. This cannot be done, however, without a settlement, and the settlements which exist at other ports may be taken as an illustration of the advantages which Chinese, foreigners and the trade of the port derive therefrom. It is also in accordance with Treaty. Furthermore, in establishing a General Foreign Settlement, all foreigners will participate in the benefits, and not those of any particular country.

I have received specific instructions from the Department of State to communicate with you on the subject, and to request that you will delegate a suitable official of the province concerned to have a friendly conference with the Consuls in order that this important matter may be satisfactorily and promptly dealt with."

"The Yamen, in view of the above have to observe that while Chefoo has been an Open Port for several years, no settlement has been established, and in the present undertaking, the question whether all the merchants have agreed to the scheme, whether there are any impediments to the same, the nature of the regulations, and the boundaries of the settlement: the Governor is requested to instruct the Chefoo Taotai to consult with the Consuls, and upon their coming to an understanding, the Yamen then could look into the circumstances and define the boundaries for a General Foreign Settlement. The Governor is requested to reply to the Yamen for its information."

Having had the honour to receive the above, apart from communicating with the other Consuls, I now have the honour to address this to you, and trust that you will favour me with a reply in order that a conference may be held and action taken accordingly.

(S.E.A.)

THE WAR.

PURSUIT OF THE VLADIVOSTOK SQUADRON.

ADMIRAL KAMIMURA'S PREVIOUS ATTEMPT AT CAPTURE.

A Russian correspondent of the Associated Press, who witnessed the meeting between the Russian and the Japanese squadrons recently, when the latter was dispatched some time ago to capture the raiders, gives the following particulars:—

It is possible now to recount with some detail the meeting between the Japanese squadron and our squadron in the Gulf of Korea, with regard to which the Japanese have so far been decidedly quiet. I can contradict wholly the statement that the meeting occurred in the rain, which enabled our cruisers to escape the superior Japanese forces. It was a beautiful night, and the Japanese might easily have continued their pursuit, but they were apparently disheartened by the miscarriage of their plans, coupled with the fact that they fired on their own torpedo-boats, though what damage they did to themselves it was impossible for us to ascertain.

The Japanese trap for our cruisers was cleverly set. Vice-Admiral Togo dispatched a squadron fully three times the strength of the Russian, with the intention of meeting them in the Straits of Korea, in order to ensure a decisive engagement. A strong flotilla of torpedo-boats lay in wait at an island near with the intention of dashing out, catching the Russian cruisers between the two fires and forcing them to halt and to fight. It is understood that the plan was to make a desperate torpedo attack along the whole fleet if necessary, in order to cripple one cruiser and to make the remainder wait so as to give the Japanese fleet time to catch up.

The plan worked up to the point of meeting the Japanese squadron, which, when it saw the superior force of Japanese, rapidly retreated to the northward. The Japanese began a stern chase, firing at intervals, but their shells fell one and one-third miles short. We made no attempt to reply.

At this juncture the Japanese torpedo-boats shot out, and for a short time it looked as though we had been badly trapped. The Japanese torpedo-boats, however, did not push the attack with their accustomed dash. They were in an excellent position to cut us off, but they were spread out too much and never got within torpedo range.

We slipped through their cordon while they were attempting to draw in for a combined attack. Their quick-firing guns opened without damage to the Russians in the slightest, while the heavy guns of the Russian cruisers sent two of the torpedo-boats to the bottom. [No such disaster is admitted by the Japanese fleet.] The other torpedo-boats fled to the protection of their own squadron, thereby helping us further. We had no torpedo-boats with us, the Russian torpedo flotilla having been sent by the Admiral on another mission.

The Japanese mistook their own retreating torpedo-boats for Russian boats coming to attack them, and opened a deadly fusillade, which lasted for three minutes. The Japanese torpedo-boats spouted rockets and worked their signal lights desperately before the fire of their squadron ceased. We were unable to ascertain the damage which resulted, but it is hardly possible that the Japanese boats escaped the hail of Japanese shells.

The reason why they did not pursue us further is not known, except that the hulls and boilers of the Japanese ships have greatly deteriorated as a result of the long service on the seas. It is certain that they were not nearly a match for the Russians for speed in the earlier part of the flight, though the squadron included the fastest cruisers in the Japanese fleet, with a speed, on paper, greatly superior to that of the Russians.

CHINESE LABOUR.

On the 4th ult., in the House of Commons, Mr. Herbert Samuel asked whether the recent embarkation of Chinese indentured labourers at Hongkong was not a contravention of the Anglo-Chinese Convention, which required that they should be embarked only at a treaty port; whether the Chinese Viceroy at Canton had prohibited the recruiting of any more coolies for the Transvaal; and if so, whether his action was taken as a protest against the infraction of the convention.

Mr. Lyttelton replied that the Convention did not apply to Hongkong, and there had been no contravention of it. It was true that about two months ago the Viceroy of Canton issued a proclamation declaring recruiting for South Africa illegal. His Majesty's Minister in Peking made representations, and the Viceroy had been requested to withdraw the prohibition.

Mr. Herbert Samuel asked whether the coolies embarked at Hongkong were excluded from the purview of the convention? Mr. Lyttelton: The convention cannot apply to Hongkong, which is not a treaty port but a British colony. The labourers are protected there by the colonial law.

On the 6th ult., Mr. Lyttelton, replying to Mr. Slack, said the contract under which Chinese labourers were introduced into South Africa provided that Sundays should be holidays, and that labourers were not bound to work on that day. Under the Sunday Labour Law no ordinary mining work was done on Sundays, as he had been informed, but only work which was absolutely necessary, such as pumping, repairs, &c.

M. SANTOS DUMONT, in the course of a recent interview, said: I was invited by Japan to join the forces in Korea as head of the balloon service, and offered a fabulous sum to take my airship to the front to try to drop high explosives on Port Arthur. I was sorely tempted, but many of my best friends are Russians, and while admiring the Japanese, I was compelled to decline the offer, because the ties of Caucasian kinship prevented my aiding the yellow man.

HONGKONG AND WHAMPOA DUCK CO., LTD.

The report of the directors of the Hongkong and Whampoa Dock Company, Limited, to the ordinary half-yearly meeting of shareholders, to be held at the offices of the company, Qu-eh's Buildings, on Monday, the 22nd inst., at 12 o'clock noon, is as follows:—
To the shareholders of the Hongkong and Whampoa Dock Company, Limited.
Gentlemen,—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 30th June, 1904.

The net profit for the six months, after paying interest due and all charges, amounts to \$530,446.98 (to which has to be added the balance brought forward from last account) 475,340.69

and from this have to be deducted—
Directors' fees \$10,000.00
Auditors' fees 750.00 10,750.00

leaving available for appropriation, \$954,037.67

The directors recommend that a dividend for the half-year of 12% or \$300,000 and a bonus of 4% or \$100,000, in all \$400,000, be paid to the shareholders; that \$35,937.85 be written from the value of Kowloon Docks, \$1,890.09 from the Cosmopolitan Dock, \$10,738 from the floating plant, and the balance \$505,471.73 be carried to the new account.

The electric power plant has been successfully installed throughout the engine works.

The lighting of No. 1 Dock is completed, and further extensions are in progress.

The refit of H.M.S. *Glory* was duly completed by the arranged date to the satisfaction of the Naval Authorities.

The dredger *Canton River* has been satisfactorily employed during the greater part of the period under review.

There is a considerable falling off in tonnage for docking during the past three months.

C. P. CHATER, Chairman.

Hongkong, 8th August, 1904.

The statements of accounts are as follows:—

CAPITAL ACCOUNT.

June 30th, 1904.

ASSETS.

Aberdeen.

To value of Aberdeen Docks, as per last statement \$ 100,000.00

Kowloon.

To value of Kowloon Docks, as per last statement \$2,142,599.35

Less amount since written off 42,599.35

\$2,100,000.00

To amount paid in connection with Extension of Hung-hom Inland Lot No. 24, and purchase of Hung-hom Inland Lots Nos. 15, 21/23, and 64 17,709.00

To amount paid on account of new Fitting and Brass Shops 26,160.00

To amount paid on account of removing Hill at back of new Forge 2,200.00

To amount paid on account of new Electric Installation 12,489.00

To amount paid on account of Moulding Shop Extension 3,125.00

To amount paid on account of Shipyard Machine Shed Extension 17,824.00

To amount paid on account of new Galvanizing Shop 1,829.00

To amount paid on account of new Power House 22,187.00

To amount paid on account of two Stone Piers 820.00

To Cost of hydraulic keel plate flanging machine and other machinery for shipyard & boiler shop 40,328.00

To Cost of electrical material, Green's economizer, pumps, &c., for new power house 22,549.85

To Cost of new machine tools for new fitting shop 7,410.00

To Cost of new machine tools for new brass shop 9,551.00

To Cost of 6-inch centrifugal pumping engine, salvage-gear 1,756.00

2,285,937.85

Cosmopolitan.

To Value of Cosmopolitan Dock, as per last Statement 303,000.00

To amount paid for erecting new paint store 689.00

To Cost of new windlass and fitting same in place 1,201.09

304,890.09

To Value of Tug, Dredgers, Launches and Lighters 410,738.00

To Sundry debtors 328,625.95

To Value of material on hand 1,848,101.70

\$5,275,293.59

June 30th, 1904.

LIABILITIES.

By shareholders for 50,000 shares of \$50 each, fully paid up \$2,500,000.00

By Admiralty loan \$20,000.00

Less repayments 14,694.195

\$ 5,305,305.805

By marine insurance account \$ 25,500.00

By sundry creditors 1,718,214.74

By balance of profit brought forward from last account \$425,340.69

By profit 539,446.98

964,787.67

\$5,275,293.59

REVENUE ACCOUNT.

June 30th, 1904.

To interest \$ 45,491.69

To crown rent 3,083.35

To fire insurance 3,528.75

To office expenses, salaries, stationery and rent of head office 37,894.07

To drawing office expenses and salaries 13,473.12

To telegrams 2,103.88

To legal expenses 529.30

To marine insurance account 8,000.00

To subscription Russo-Japanese War Fund 1,000.00

To profit 539,446.98

\$54,455.12

January 1st to June 30th, 1904.

By net earnings of the Company's three establishments, and profit on sale of East 623,845.52

By tonnage, net earnings 782.10

By dredger, net earnings 20,622.27

By bonus on insurance premia, &c. 301.23

\$64,551.12

E. & O. E.

W. B. Dixon, Chief Manager.

THOS. I. ROSE, Secretary.

Hongkong, 3rd August, 1904.

We have examined the books and vouchers of the company and hereby certify that the above statements are in accordance therewith.

THOS. ARNOLD, Auditors.

H. U. JEFFRIES, Auditors.

A JAPANESE ADMIRAL ON WEI-HAI-WEI.

Wei-hai-wei, May 27.

At the present moment my feelings may be said to be analogous to those of a hunted hare, which, after narrowly outwitting hounds and hunters, has found refuge in some thicket.

Wei-hai-wei is my thicket. Here at least I may rest secure from the terrors of the Russian yard-arm of those of a Saseho Prize Court. But even as I cinge in the security of my present "see," I can hear the voice of my enemies urging on the hungry pack; and all because *The Times* has been original, because it has applied the latest developments in scientific communication to the transmission of news from the seat of war, and because I have demonstrated that a naval action can be reported directly from the high seas to Printing-house-square.

I am writing this in the house on the island of Liu-kung-tau where the ill-starred Admiral Ting committed suicide after the destruction of his fleet by the Japanese. No one who has seen Wei-hai-wei can fail to be impressed with it as a British possession. It is one of the gems of the Far East. I have just returned from my morning walk across the island to *The Times* Wireless Station on the extreme north-west point of Liu-kung-tau, and am again depressed, as I am daily, with the sight of the crumbling decay of half-built fortifications. I will recapitulate for you the opinion of a distinguished Japanese Admiral who has seen the correspondence on the subject in *The Times*. I do not feel at liberty to state his name in print, as he might not care to have his name associated with opinions expressed in private conversation. Let it suffice that the officer in question is commanding one of the Japanese squadrons now engaged on active service. In answer to my query as to whether we should fortify Wei-hai-wei, he answered simply:—

There is no other course to pursue. It is obvious. We cannot understand why you have not already done so. As a rule I am opposed to open roadsteads, but Wei-hai-wei is one of the exceptions which I make. I cannot agree with the argument that your fleet based at Hongkong protects Wei-hai-wei, nor that, if fortified, Wei-hai-wei at once becomes a source of weakness. Rather it becomes a source of weakness to your enemy. To reduce Wei-hai-wei, or even blockade it, he must detach a certain portion of his force and thus weaken his opposition to you. If he is bent on taking the place rapidly, he must attack it with considerable strength; in this case he lays himself open to be shut in the Yellow Sea. If it is undefended, it is still a British possession; it is captured by a gunboat without any reduction in strength to the fleet opposing your force based on Hongkong, and you suffer the loss of prestige irreparable from the passing of a possession into the hands of the enemy, whether that possession is defended or not. It must always be remembered that Wei-hai-wei is more suited for effective land defences than Port Arthur, and that it dominates the approaches to Peking as Hongkong never can.

I take it that the Admiral practically expresses the opinion of the Japanese Navy, since Japanese naval officers of all ranks spend much of their leisure in thrashing out the probabilities of naval warfare in their own waters. And it would seem to me that at the present moment the opinions formed by Japanese officers might disquiet a little the academical theory which evolved during our century of naval peace.

The Japanese naval officer is an interesting study. He is the least conservative product of the Japanese reformation. The reason for this is twofold. In the first place, his greater intercourse with the world at large has rid him of that exclusiveness which is inherent in a race which 50 years ago refused all intercourse with the Western world. The army retains much of this exclusiveness, and the officers do not readily show that inclination to fraternize with the European that is to be found in the navy. So striking is the contrast between these two branches of the service that one is surprised that hitherto they have worked so well together. They could never have done so if the bedrock of patriotism common to both had not been so strong. Also the line of demarcation between the several duties of the two services is so firmly defined that local differences of opinion between those who come into contact upon the line are practically impossible. But the European reader must not possess himself of the idea that there is absolute sympathy between the Japanese Navy and Army Departments. The friction at times is very severe and the jealousy between the two services almost as marked as it is elsewhere. I have been much impressed by the manner in which Japanese naval officers of my acquaintance received the news of the loss of the *Hatsuse* and the *Yorinagi*. They have all without exception expressed identical sentiments: "We expected to lose at least half our ships in the purchase of success. We have still five battleships left!"—*The Times*.

HONGKONG'S FUTURE.

THE KOWLOON-CANTON RAILWAY.

For something over fifty years the British colony of Hongkong has held the undisputed position of sole ocean seaport to the provinces of Southern China, which includes Canton, with all the hinterland tapped by that great city. With this arrangement, Britons the world over are conversant, familiarised, and the entirely home-grown variety comfortably believes it to be unalterable as the laws of the Medes and Persians. But there is a certain American-Belgian syndicate which is of a different opinion, and acts accordingly. This syndicate some five years ago obtained a concession to build a railway from Canton to Hankow, and, not to be outdone, a British corporation likewise asked and received a concession to construct a line from Kowloon to Canton. The route selected ran via Tsim-tsa-tsui and Sam-chun, the preliminary survey was duly made and there followed—futile inaction; so that to-day not one sod of the proposed railway has been turned. Meantime the Kowloon line nears completion, and the syndicate's next move is an open secret. Unless the Kowloon railway is in process of building, a small further concession will be asked from China to enable the American-Belgian Company to connect the port of Swatow with its trunk railway by means of a branch line from some suitable junction between the two main termini. The effect of this arrangement would be to establish an ocean port in South China in direct rail communication with Canton on the one hand, and Hankow on the other; and through these towns with the whole great inland districts beyond, of which they are respectively the centre. A rival with such exclusive facilities of access, of collection and distribution, would spell something akin to

COMMERCIAL RUIN FOR HONGKONG.

If the Kowloon-Canton railway be in course of construction, it is probable that the American-Belgian syndicate would not think it worth while to apply for the further concession, and quite likely that in any case it would not be granted. Moreover, the trade that normally passes between Canton and Hongkong would not be diverted to another route if equal facilities offered on the familiar line. There is, therefore, practically no doubt that the fulfilment of its obligations by the British company would save the situation. But unless this body is galvanised into prompt action it will be too late. One excuse for the delay that has occurred is said to be disappointment that no grant of Government money has been forthcoming to meet the admittedly heavy initial expenses; if so, it surely behoves the home and the local authorities to see what can be done in the way of advancing public money to safeguard what, after all, is a national, not a private asset.

In that case another aspect of the question opens. Recent surveys go to prove that an alternative route to that originally acquired by the concessionaires offers fewer engineering difficulties, and appears to have been contemplated by the Mackay Treaty Commissioners when they included in the list of towns to be opened to Europeans the little known city of Wei-chow. This Fu city, governed by a mandarin of high standing, and closely connected with the garrison town of Kwai-shih, is a place of great importance in native eyes. Situated on the junction of the Tamshui and East Rivers, it forms the natural distributing centre for the inland trade of Eastern Kwangtung and Southern Kiangsi. Distant from the new territory only 50 miles, across an undulating plateau offering no difficulty to railway construction, its present connection with Hongkong is via Canton and Shekloong, a route about three times as long, and involving two changes of river craft; so that trade intercourse is naturally of the smallest. A bridge which would have to be built across the East River forms the only obstacle to this route, which taps a wider area than that via Sam-chun. But the choice of route is really a subsidiary matter. The crucial issue is this: Are we to let go our commercial position in South China and lose for Hongkong its premier position in the Far East through sheer inaction?—*Pail Mall Gazette*.

We learn that Sir Matthew Nathan, the new Governor of Hongkong, took great interest in the question of the Canton-Kowloon railway previously to his departure. His Excellency holds a strong view on the subject of the desirability of its railway construction, and we may add, in this connection, that the Colonial Office also has taken much interest in the matter. We believe we are not much apart from the truth when we say that the Colonial Office would go as far as to either provide, or guarantee, the money for the proportion of the line that will run through British territory. Such being the case we may hope that the difficulties which have hitherto stood in the way of the carrying out of the concession, and the present obstructions that are being resorted to will be removed, and the line—the importance of which has been frequently referred to in these columns—be speedily put in hand. Besides, further delay may prove dangerous to the future of the colony. The American-Belgian Syndicate, in the absence of any sign of the British railway, are credited with the intention of asking a further concession from China to enable it to connect the port of Swatow with its trunk railway. It is scarcely necessary to point out that a rival with such exclusive facilities of access of collection and distribution would have a serious effect upon the future commercial prosperity of Hongkong.

—L. & C. Express.

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—
Indo-China 5113 1/2 & 1/2
Sui Tsang 23 1/2
Hongkong Docks 224 1/2
Famshan 113 1/2 & 1/2
Kowloon Wharves 113 1/2
Mowloon Post 30 1/2

C.O.D.'s Advertisements.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 9th August, 1904. [922]

FOR SALE.

(OWNER GOING HOME).

BAY AUSTRALIAN MARE, 8 years, 14.1.
BLACK AUSTRALIAN GELDING, 9 years, 14.0.

For further particulars, apply to—
MAJOR HAMILTON, Head Quarter.

Hongkong, 9th August, 1904. [919]

PUBLIC AUCTION.

THE Undersigned have received instructions from J. B. SCOTT, Esq., to sell by PUBLIC AUCTION, to

SATURDAY, the 13th August, 1904, at 2.30 P.M., within his residence, No. 4, Ormsby Villas, Kowloon, SUNDRY HOUSEHOLD FURNITURE, comprising:—

DOUBLE IRON BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE TOP WASHSTANDS, TEAKWOOD WARDRO

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H. M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FROD.

Acting Director.

Hongkong, Observatory, 2nd January, 1904.

Shipping.

Arrivals.

Zafiro, Br. s.s., 1,611, R. Rodgers, 8th Aug.—
Manila 6th Aug., Gen.—S. T. & Co.
Haimun, Br. s.s., 636, W. C. Passmore, 8th Aug.—
Swatow 7th Aug., Gen.—D. L. & Co.
Rajaburi, Ger. s.s., 1,189, D. Reimers, 8th Aug.—
Bangkok 2nd Aug., Gen.—Teakwood and Rice.—B. & S.
Chenau Chew, Br. s.s., 1,213, I. Harrison, 8th Aug.—
Singapore 2nd Aug., Gen.—Chinese.
Hinsang, Br. s.s., 1,635, W. E. Sawyer, 9th Aug.—
Saigon 5th Aug., Rice.—J. M. & Co.
An Pho, Br. s.s., 966, J. Kynoch, 8th Aug.—
Saigon 4th Aug., Rice.—Chinese.
Kwanglee, Ch. s.s., 1,540, Lincoln, 9th Aug.—
Canton 8th Aug., Gen.—C. M. S. Co.
Choyang, Br. s.s., 1,424, H. J. Roope, 9th Aug.—
Canton 8th Aug., Gen.—J. M. & Co.
Waishing, Br. s.s., 1,170, M. Courtney, 9th Aug.—
Wuhu and Chinkiang 4th Aug.—
Gen.—J. M. & Co.
Stettin, Br. s.s., 1,396, J. E. Farrell, 8th Aug.—
Singapore 2nd Aug., Kerosine.—Mr. Geo. McNeil.
Luise, Ger. s.s., 2,213, C. Holbait, 9th Aug.—
Barry 31st May, Coals.—Order.

Clearances at the Harbour Office.

Tak Hing, for West River.
Saining, for West River.
Illa Verde, for Macao.
Dorg, for Bangkok.
Rein, for Bangkok.
Linton, for West River.
Watshing, for Canton.
San Cheng, for Canton.
Triton, for Swatow.
Kwon-chow, for Canton.
Glancur, for Shanghai.
Wingchai, for Macao.
Pak Kong, for West River.
Machong, for Nagasaki.
Taming, for Manila.
Shun Lee, for West River.
Lulse, for Sasebo.
Latsan, for Singapore.

Departures.

Aug. 9.

Oceanic, for Europe.
Rochampton, for Home.
Siam, for Singapore.
Waiho, for Amoy.
Chunwang, for Saigon.
Tyr, for Canton.
Changchow, for Canton.
Hansang, for Canton.
Lantsang, for Calcutta.
Taming, for Manila.
Machong, for Vancouver.

Passengers arrived.

Per An Ph, from Saigon—249 Chinese.
Per Hwang, from Saigon—214 Chinese.
Per Cheung Chiu, from Singapore—160 Chinese.
Per Haimun, from Swatow—Messrs. J. W. Bolls, Greife, E. K. Eve, and 81 Chinese.
Per Zafiro, from Manila—Messrs. W. T. Lowe, A. Wartmann, August Taftin, Capt. H. Truive, Mr. J. de Corney, Mrs. W. T. Lowe, Mr. A. B. Moulder, Capt. H. Kock, Messrs. W. B. Miller, Lim Pay Liam, Mrs. Miller, Messrs. F. Rodriguez, H. Landsfield, 175 Chinese.
Per Stettin, from Singapore—Dr. Ilhew, Müller and May.

Shipping Report.

Str. Cheung-chow from Singapore.—Fine weather, and moderate monsoons the whole way.
Str. Haimun from Saigon.—Fine clear weather throughout, light variable winds and slight swell.
Str. Haimun from Swatow.—There to Hongkong heavy squalls from S.W., and long rolling swell from S.E.
Str. Stettin from Singapore.—Fresh S.W. monsoon from there to Paracels, thence to port light winds and calms, fine weather.
Str. Zafiro from Manila.—Fresh N.W. winds with rain leaving there, wind gradually working round to N.E., with fine weather till arrival.
Str. Hwang from Shanghai.—There to Swatow moderate S.W. monsoons, and fine weather, thence to port light S. to S.E. winds and fine weather.

Str. Shantung from Java ports.—Fine weather after leaving, light S.W. winds and smooth sea up till 4° N. Lat., then moderate S.W. monsoons up to Paracels, thence smooth and calm to port.

Steamers Expected.

Pekin, Singapore, P. & O. Co. Aug. 10.
Pleides, Manila, D. & Co., Aug. 10.
Coromandel, Singapore, P. & O. Co. Aug. 11.
Changsha, Sydney, B. & S. Co., Aug. 11.
Korea, Manila, P. M. S. Co., Aug. 12.
Peking, Singapore, N. Y. K. Co., Aug. 12.
Emp. of India, Japan, C. P. & Co., Aug. 13.
Namsan, Singapore, J. M. & Co., Aug. 15.
Gaelic, Colombo, M. & Co., Aug. 17.
Gaelic, San Francisco, O. & O. Co., Aug. 18.
Mongolia, San Francisco, P. M. Co., Aug. 27.
Aragonia, Portland, P. & O. Co., Aug. 31.

Ships Passed The Canal.

Outward—15th July—Scandia, Armenia, Sambia, 20th July—Brisk, Alaka, 23rd July—Albion, Formosa, Raitia, Idonatus, Ramroo, 27th July—Gardiner, Durandus, Claverburn, Bechley, 30th July—Annam, Eloria, Tydus, 3rd August—Dania, Ernest, Simoni, Hindalaya, Bully, Seydlitz, 6th August—Japan, Tlemachus.

Homeward—15th July—Pera, Polynesian, Pak Ling, 23rd July—Benmore, 27th July—Sagovia, 30th July—Agammon, 3rd August—Monmouthshire, 6th August—Yarra.

Arrivals at Home—15th July—Alcinous, Oldenburg, Promethea, Australian, 20th July—Glennert, Sachsen, 23rd July—Marburg, Dardanel, 27th July—Margul, Bacquham, Strassburg, 30th July—Zlatan, 3rd August—Tinnah, 6th August—Ceylon.

Vessels in Port.

STEAMERS.

Babelsberg, Ger. s.s., 1,500, H. Wendt, 7th Aug.—
Kobe 31st July, and Moji 2nd Aug., Gen. and Coal.—N. Y. K.
Belgian King, Br. s.s., 2,153, I. Hayton, 2nd Aug.—
Karatsu 27th July, Coals.—B. & Co.
Borg, Norw. s.s., 732, N. C. Mathisen, 6th Aug.—
Bangkok 30th July, Rice.—Ming Chuen.
Capri, Ital. s.s., 2,717, G. Delaito, 3rd Aug.—
Bombay 16th July, and Singapore 27th, Gen.—C. & Co.
Carl Diederichsen, Ger. s.s., 767, H. Schlaikier, 8th Aug.—
Holhow 7th Aug., Gen.—J. & Co.
Carl Menzell, Ger. s.s., 989, J. Janssen, 3rd Aug.—
Malay Bay 22nd July, Timber.—E. A. T. Co.
Catherine Apar, Br. s.s., 1,730, A. Stewart, 8th Aug.—
Singapore 3rd Aug., Gen.—D. S. & Co. Ltd.
Emma Luyken, Ger. s.s., 1,160, H. Martens, 28th July.—
Singapore 22nd July, Sugar and Nuts.—Chinese.
Glenogle, Br. s.s., 2,399, W. T. Larkins, 1st July.—
Amoy 30th July, Gen.—Seang Tai Hong.
Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 5th Aug.—
Haiphong and Pakhoi 30th July, Gen.—J. & Co.
James Brand, Br. s.s., 2,512, Torrance, 7th Aug.—
Pulo Pakum 31st July, Bulk Oil.—Meyer & Co.
Keemun, Br. s.s., 3,592, A. D. Baker, 8th Aug.—
Singapore 3rd Aug., Gen.—B. & S.
Keongwai, Ger. s.s., 1,115, W. Mölleremann, 6th Aug.—
Bangkok 29th July, Rice and Teak-squares.—M. & Co.
Loksang, Br. s.s., 985, F. Wheeler, 7th Aug.—
Bangkok 30th July, Rice.—J. M. & Co.
Loongsang, Br. s.s., 1,091, G. S. Weigall, 8th Aug.—
Manila 5th Aug., Gen.—J. M. & Co.
Loosok, Ger. s.s., 1,020, G. Schultzen, 6th Aug.—
Bangkok 31st July, Rice.—B. & S.
Lothian, Br. s.s., 3,222, J. C. Williamson, 4th Aug.—
Salina Cruz 3rd June, Ballast.—C. S. S. Co.
Macduff, Br. s.s., 1,882, R. Glegg, 8th Aug.—
Liverpool 24th June, and Singapore 2nd Aug., Gen.—D. & Co. Ltd.
Machong, Br. s.s., 4,278, G. W. Long, 7th Aug.—
Singapore 2nd Aug., Gen.—B. & S.
Machew, Ger. s.s., 695, H. Harjes, 7th Aug.—
Bangkok 1st Aug., Rice and Rice-flour.—B. & S.
Medan, Ger. s.s., 746, O. Stolberg, 22nd July.—
from Caroline Island, Copra and Gen.—S. & Co.
Nigretia, Br. s.s., 1,530, S. Harrison, 8th Aug.—
Moji 31st July, Coal.—Jeffries & Co.
Ratho, Br. s.s., 2,747, J. Thomson, 4th Aug.—
Barry Dock 18th June, Coal.—J. M. & Co.
Rein, Nor. s.s., 726, H. Olsen, 6th Aug.—
Bangkok 29th July, Rice.—Kin Ty Long.
Shantung, Br. s.s., 1,837, J. Manach, 8th Aug.—
Java Ports 30th July, Gen.—B. & S.
Sikh, Br. s.s., 3,216, James Rowley, 6th July.—
New York 4th May, Gen. and Case Oil.—D. & Co. Ltd.
Tartar, Br. s.s., 4,425, F. W. Evans, 22nd July.—
Vancouver via Japan 27th June, Gen.—C. P. R. Co.
Tijmah, Dut. s.s., 2,476, N. W. Jurriaanse, 3rd Aug.—
Macassar 26th July, Gen.—J. C. J. L.
Triton, Ger. s.s., 1,033, H. Krift, 6th Aug.—
Swatow 5th Aug., Gen.—O. S. K.
Tinan, Br. s.s., 1,467, W. B. Brown, 8th Aug.—
Kuchinotzu 5th Aug., Japanese Gen.—B. & S.
Tweedale, Br. s.s., 2,873, T. Milne, 25th July.—
Durban 25th June, Ballast.—G. L. & Co.
Whampoa, Br. s.s., 1,107, Patridge, 6th Aug.—
Canton 6th Aug., Gen.—B. & S.
Wongkol, Ger. s.s., 1,115, F. V. Bruha, 3rd Aug.—
Bangkok 28th July, Rice and Wood.—B. & S.
Yeddo, Br. s.s., 2,974, Baird, 21st July.—
Barry 15th May, and Singapore 15th July, Coal.—D. & Co. Ltd.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May.—
New York 10th Dec., 1903, Case Oil.—S. O. Co.
Evie T. Ray, Am. bq. 918, Katten, 6th Aug.—
Manila 24th June, Timber.—Order.
Kentmere, Br. bq. 2,334, Burch, 14th June.—
New York 29th Jan., Kerosine.—S. O. Co.
Maria Le, Ital. bq. 1,118, D. Urso, 9th April.—
Freemantle 7th Feb., Sandalwood.—Order.
Sokoto, Br. 4-masted bq. 2,193, Wm. Bourke, 1st Aug.—
New York 3rd April, Petroleum.—S. O. Co.
Trongate, Br. bq. 949, A. Hutton, 28th May.—
Fremantle 3rd May, Sandalwood.—Gilman & Co.

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder ... at Kowloon Dock.
Shanghai ... " " "
Glenogle ... " " "
H.M.S. Leviathan ... " " "
H.M.S. Robin ... " " "
Emma Luyken ... " " "
Lothian ... " " "
Wongkol ... " " "

Post Office.

In future, there will be one delivery of correspondence each day on week days only in Shaikwan, leaving General Post Office at noon.

Pillar Boxes at Arsenal Street and Percival Street will in future be cleared four times a day as under.

Percival Street 8 a.m.—11 a.m.
8.5 a.m.—11.5 a.m.
Arsenal Street 8.5 a.m.—11.5 a.m.
2.5 p.m.—5.5 p.m.

1 Mail will close for:—

Canton—Per Folsom, 10th Aug., 7.30 A.M.
Shanghai, Moji, Kobe and Yokohama—Per Tjinhai, 10th Aug., 8 A.M.
Swatow, Amoy and Foochow—Per Haimun, 10th Aug., 10 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Taptar, 10th Aug., 11 A.M.
Macao—Per Hwangshan, 10th Aug., 1.15 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Hobart, Launceston, New Zealand, Adelaide and Perth—Per Tipton, 10th Aug., 3 P.M.

Swatow and Shanghai—Per Choyang, 10th Aug., 5 P.M.

Singapore—Per Nubla, 10th Aug., 5 P.M.
Canton—Per Bankow, 10th Aug., 5 P.M.
Nantao—Per Taichun, 10th Aug., 5 P.M.
Sinhue—Per Hoi Fu, 10th Aug., 5 P.M.
Macao—Per Wingchai, 10th Aug., 5 P.M.
Kongmoon, Kumchuk and Samsui—Per Tak Hing, 10th Aug., 5 P.M.
Canton—Per Hwang, 11th Aug., 7.30 A.M.
Singapore, Penang and Bombay—Per Capri, 11th Aug., 11 A.M.
Macao—Per Hwangshan, 11th Aug., 1.15 P.M.
Ningpo and Shanghai—Per Whampoa, 11th Aug., 3 P.M.
Yap, Saipan, Ruk, Ponape, Kusaie, Jaluit, Nauru, Ocean Island and Sydney—Per Medan, 11th Aug., 4 P.M.
Keelung, Moji, Kobe, Yokohama, Victoria and Tacoma—Per Hyades, 11th Aug., 4 P.M.
Samsui, Shuihing, Takhing and Wuchow—Per Samsui, 11th Aug., 4 P.M.
Kongmoon and Kumchuk—Per Lintan, 11th Aug., 5 P.M.
Canton—Per Kinsan, 11th Aug., 5 P.M.
Nantao—Per Taichun, 11th Aug., 5 P.M.
Sinhue—Per Hoi Fu, 11th Aug., 5 P.M.
Macao—Per Wingchai, 11th Aug., 5 P.M.
Canton—Per Hwang, 12th Aug., 7.30 A.M.
Macao—Per Hwangshan, 12th Aug., 2.15 P.M.
Shanghai—Per Shaoxing, 12th Aug., 3 P.M.
Manila—Per Loongsang, 12th Aug., 3 P.M.
Shanghai—Per Hwang, 13th Aug., 3 P.M.
Canton—Per Hwang, 13th Aug., 5 A.M.
Nantao—Per Taichun, 12th Aug., 5 P.M.
Sinhue—Per Hoi Fu, 12th Aug., 5 P.M.
Macao—Per Wingchai, 12th Aug., 5 P.M.
Kongmoon, Kumchuk and Samsui—Per Tak Hing, 13th Aug., 5 P.M.
Canton—Per Kinsan, 13th Aug., 7.30 A.M.
Manila—Per Zafiro, 13th Aug., 9 A.M.
Europe, &c., India, via Tootoria—Per Simla, 13th Aug., 11 A.M.
Macao—Per Hwangshan, 13th Aug., 2.15 P.M.
Singapore, Penang and Calcutta—Per Catherine Apar, 13th Aug., 2 P.M.
Shanghai—Per Wuhu, 13th Aug., 3 P.M.
Samsui, Shuihing, Takhing and Wuchow—Per Kongmoon, 13th Aug., 4 P.M.
Nantao—Per Taichun, 13th Aug., 5 P.M.
Sinhue—Per Hoi Fu, 13th Aug., 5 P.M.
Macao—Per Wingchai, 13th Aug., 5 P.M.
Nantao—Per Taichun, 14th Aug., 9 A.M.
Sinhue—Per Hoi Fu, 14th Aug., 9 A.M.
Macao—Per Wingchai, 14th Aug., 9 A.M.
Canton—Per Hwang, 14th Aug., 9 A.M.
Kongmoon and Kumchuk—Per Lintan, 14th Aug., 9 A.M.
Singapore—Per Badania, 15th Aug., 2 P.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Hongkong and San Francisco—Per Korea, 16th Aug., 11 A.M.
Cebu and Hilo—Per Kaitang, 16th Aug., 3 P.M.
Europe, &c., India, via Tootoria—Per Prussia, 17th Aug., 8 A.M.
Manila—Per Rudi, 20th Aug., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India, 24th Aug., 11 A.M.
Swatow, Chefoo and Tientsin—Per Kansu, 25th Aug., 3 P.M.

Books containing:—
16 Postage Stamps of 4 cents
12 " " " 2 " "
12 " " " 1 " "
may be obtained at the counter of the General Post Office and at Kowloon Post Office. Price \$1.00 each book.

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Harting, R. Thomas, C. B.
Harris, Capt. J. Thornborough, J.
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Hudg, D. Mrs.
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Hopkins, L. M.

KOWLOON.

Back, Mr. and Mrs. Mitchell, Mr.
Stanley Pinkston, Col.
Fuller, Mr.

Aug. 8 at Aug. 8 at
10 a.m. 4 p.m.
Barometer 29.71 29.64
Temperature 84 84
Humidity 81 75
Rainfall 0.20 —

CHINA COAST METEOROLOGICAL REGISTER.

August 8th, 1904, a.m.

	Bar.	Th.	Hum.	Wind	W.
Vladivostok, 7 a.m.	—	—	—	—	—
Nemuro, 6 a.m.	29.72	—	—	—	—
Hakodate, 6 a.m.	29.81	—	—	W	2
Tokio, 6 a.m.	29.82	—	—	—	—
Kobe, 6 a.m.	29.83	—	—	NE	4
Yokohama, 6 a.m.	29.87	—	—	SE	6
Nagasaki, 6 a.m.	29.87	—	—	—	—
Kagoshima, 6 a.m.	29.87	—	—	—	—
Oshima, 6 a.m.	29.88	—	—	—	—
Naha, 6 a.m.	29.88	—	—	—	—
Ishigakijima, 6 a.m.	29.88	—	—	—	—
Faifoku, 5 a.m.	29.78	—	—	S	2
Taichu, 6 a.m.	29.77	—	—	—	—
Fainan, 6 a.m.	29.75	—	—	E	2
Koshun, 6 a.m.	29.78	—	—	E	4
Pescadore, 6 a.m.	29.77	—	—	N	4
Weihaiwei, 9 a.m.	29.62	80	—	SW	2
Gutlaif, 9 a.m.	29.69	82	95	S	3
Sharp Peak, 9 a.m.	29.76	82	91	S	1
Amoy, 6.30 a.m.	29.83	80	91	SE	1

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Gulf of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's
Mails, will be despatched from the
BOMBAY, on SATURDAY, the 13th August,
at Noon, taking Passengers and Cargo to the
above Ports in connection with the Company's
S.S. China, 7,912 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuable, all Car, for Fanny
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Ballarat
due in London on the 26th September.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Hyades	3,753	Geo. Wright	Ab. Aug. 11
Shawmut	9,606	W. M. Smith	Aug. 31
Tremont	9,606	T. W. Garlick	Oct. 1
Shawmut	9,606	W. M. Smith	...
Tremont	9,606	T. W. Garlick	...
Lyra	4,417	G. V. Williams	...

Steamers marked (*) have no second-class
passenger accommodation.

! Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut	9,606	W. M. Smith	Ab. Aug. 12
Tremont	9,606	T. W. Garlick	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barbers' shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 28th July, 1904.

Intimations.



AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Can-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 29th April, 1904.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after the 10th
inst., at 4 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 8th August, 1904.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "MACDUFF,"

FROM GLASGOW, LIVERPOOL AND
THE STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 20th
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 13th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,

Agents.

Hongkong, 8th August, 1904.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M., FRIDAY, the 5th inst.,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 4th August, 1904.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON
AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst. will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 3rd August, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$660 buyers
National Bank of China, Limited.	4,453	£10	£8	\$250,000	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London £684
Do. (Founders)	750	£1	£1	\$175,533		None		\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$545 sales
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,691,433	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$63 sellers
North China Insurance Company, Limited	10,000	£15	£5	\$784,445	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$906,872	\$486,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,511,992	\$110,551	\$15 for 1902	7 %	\$208
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$31 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$633,000	£5 853	10/- for 1903	5 %	\$111 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$80,935	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	6 1/2 %	\$37 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$60,000	\$33,648	\$5.90 & b. 20 cts. for year ending 30.4.04	4 1/2 %	\$27 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$400,000	£19,555	\$5 for 2nd & 4th year making \$13 for 1903	8 1/2 %	\$155 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$21,775	Tls. 865	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	21/6 buyers
Shanghai Tug and Lighter Company, Limited.	200,000	Tls. 50	Tls. 50	\$18,000	Tls. 55,541	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 201,614		Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 48 sellers
				none		Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$189 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,137	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	Fcs. 1,529,652	Dr. £7,236	No. 12 of 1/-		\$7
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£4,873	£6,671	No. 2 of 1/-		Tls. 6 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$222 buyers
S. C. Farham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	8 1/2 %	Tls. 151 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,50,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$20
Riley Hargreaves & Co., Limited.	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	4 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$7 dividend	6 1/2 %	\$110 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,897	\$28,015	\$10 div. & \$2 1/2 bonus for 1903/3	6 %	\$112 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	Tls. 22,895	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	Tls. 150 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,710	Tls. 1,760	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 187 1/2 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 549	Tls. 18 for 1903	9 1/2 %	\$27 1/2
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	Tls. 6,000		\$1 1/2 for 1903	4 1/2 %	
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904	8 %	\$151 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 109 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1901	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 1/2 %	\$58 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$134 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	\$10,771	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	\$20,000	\$16,301	\$4 1/2 for year ended 30.6.30	7 1/2 %	\$33 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	Tls. 12 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	\$1,989	First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	Dr. Tls. 2,132	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none		Interim of Tls. 3 1/2		Tls. 40
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.0.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,014	Interim of 3 a/c 1898		Tls. 25 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 a/c 1898 on 6,000 shares		Tls. 3 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	Tls. 5,618	Tls. 26,389	4 % for 1897		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$9	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31/7/03	4 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,800	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 65 sales
Alhambra, Limited	300	\$200	\$200	Tls. 25,000	\$57	\$125 for year ending 30.6.1900		\$190 sellers
Philippine Company, Limited	7,500	\$10	\$10	\$43,000		First year		\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$29 1/2 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 1/2 sellers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	7 %	\$15 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	12 %	\$8 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$94
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	7 %	\$15 buyers
Hongkong & China Gas Company, Limited	30,000	£10	£5	£21 8 s	£7,387	50 cents for year ending 30.4.1904	7 1/2 %	\$92 buyers
Shanghai Gas Company, Limited	12,676	Tls. 50	Tls. 50	Tls. 6,000		£1 div. and 2/- bonus for 1902	1 1/2 %	\$160 buyers
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 108,173	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	9 %	Tls. 98
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	7 1/2 %	Tls. 30
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 14 1/2 sellers
Hall & Holz, Limited	21,000	\$20	\$10	none	Tls. 413	Tls. 2 for half year		Tls. 130 sellers
L. A. Crawford & Co., Limited (Shanghai)	2,500	\$100	\$50	\$188,000	\$13,101	Final of \$ 1/2 making \$2 1/2 for 1903	11 1/2 %	\$304 sales
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$25	none	\$21,687	Final of 37 making \$12 for year end. 29.2.04	9 1/2 %	\$130 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$120 buyers
Hongkong Ice Company Limited	5,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$48 sellers
Straits Ice Company, Limited	2,000	\$100	\$50	\$35,000	\$5,844	Interim of \$4 for 1904	7 1/2 %	\$235 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$50	\$50	\$45,000	\$74	\$2 for second half year 1903	9 1/2 %	\$160 sales
Dairy Farm Company, Limited	10,000	\$7 1/2	\$5	\$30,000	\$4,183	\$12 for year ending 30.11.1903	7 1/2 %	\$280 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$20,000	\$3,029	\$20 for year ending 31.7.1.03	6 1/2 %	\$20 sales
Hell's Asbestos East-rn Agency, Limited	8,604	12/6	12/6	none	\$506	\$3 for 1903	8 1/2 %	\$37 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$1,61	6d. per share for 1903	5 1/2 %	\$5 buyers
Do. (Founders)	100	\$10	\$10	\$20,000	\$180	90 cents for year ending 31.5.1904	9 %	\$9 1/2 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$12,551	None		\$14 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$10 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None		\$94 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	9 1/2 %	\$17 buyers
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,444	6 cents for year ended 31.5.04	9 %	\$7 buyers
Maatschappij tot Mijna, Bosch- en Landbouwe-rijplaat in Langkat	25,000	Gs. 100	Gs. 100	Tls. 3,460	Tls. 27,187	First year		Tls. 305
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 11,443	Tls. 10,247	First quarter of Tls. 10. paid 15.3.04	13 1/2 %	Tls. 7 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,288	Second do. Tls. 10. " 15.5.04	7 %	Tls. 135 sales
Central Stores, Limited	6,000	\$15	\$12	Tls. 0000	\$1,253	Tls. 5 for 1903	9 %	\$22
Do. (Founders)	123	\$15	\$12	\$3,000		Interim of \$1.20 for 1904	11 1/2 %	\$100
Do. (New Issue)	22,000	\$15	\$7 1/2	none	First year	Preferential of 7 per cent for 1904	9 %	Tls. 40 sellers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12 1/2 %	Tls. 65 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	\$135 buyers
Katz Brothers, Limited	10,000	\$50	\$50	\$75,000		\$13 for 1903	9 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$1 div. and 25 cents bonus for half year	8 %	\$161 buyers
Fraser and Neave, Limited	4,500	\$10	\$50	\$112,500	\$2,706	\$5 div. and 3 1/2 bonus for 1903	8 %	\$13 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	8 1/2 %	\$16 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none		First year		\$50
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None		\$25

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
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ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
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conveyed from Bombay by the R.M.S. Ballarat
due in London on the 26th September.

Parcels will be received at this Office until
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 30th July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Hyades	3,753	Geo. Wright	Ab. Aug. 11
Shammut	9,606	W. M. Smith	Aug. 31
Tremont	9,606	T. W. Garlick	Oct. 1
Shammut	9,606	W. M. Smith	...
Tremont	9,606	T. W. Garlick	...
Lyra	4,417	G. V. Williams	...

Steamers marked (*) have no second-class
passenger accommodation.

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shammut	9,606	W. M. Smith	Ab. Aug. 12
Tremont	9,606	T. W. Garlick	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND COUSINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shammut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 28th July, 1904.

Intimations.

BIG CURE
MEN & WOMEN
This is a non-poisonous
remedy for any venereal
disease, whether it be
gonorrhea, syphilis, or
any other venereal disease.
It is guaranteed not to
injure the system, and
is sold by chemists.
Circular mailed on request.
MANUFACTURED BY
THE FRANK CHEMICAL CO.
CHICAGO, U.S.A.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAME ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing. Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 28th April, 1904.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship.

"CATHERINE APCAR."

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after the 10th
inst., at 4 P.M., will be landed at Consignees'
risk and expense into the Godowns at the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 8th August, 1904.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "MACDUFF."

FROM GLASGOW, LIVERPOOL AND
THE STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 20th
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 15th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,

Agents.

Hongkong, 8th August, 1904.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Steamship.

"PURNEA."

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M., FRIDAY, the 5th inst.,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 4th August, 1904.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship.

"MERIONETHSHIRE."

Captain G. C. Condy, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst. will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 9th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 3rd August, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/81 = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$660 buyers
National Bank of China, Limited	4,453,750	£10	£8	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London 66 1/2 \$38 buyers
Do. (Founders)		£1	£1	\$19,973		None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,059,926	\$32 for 1902	5 1/2 %	\$545 sales
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$15,992	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$63 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 300,000	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$486,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,300,000	\$110,551	\$15 for 1902	7 %	\$208
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,750,288	\$375,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$350,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$31 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000	£5,853	10/- for 1903	5 %	\$111 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$80,035	\$1,287	{ \$1.80 & b. 40 cts. } for year ending 30.4.04 { \$0.90 & b. 20 cts. }	6 1/2 % 4 1/2 %	\$37 buyers \$27 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,300,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	21/6 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 48 sellers
Do. (Preference)	100,000					Final of Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$13 for 1901		\$180 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,995	\$3 for 1897	4 1/2 %	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,450	Tls. 2 1/2 for year ending 30.9.03		Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,537 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$7
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	{ \$6 dividend and \$1 bonus for second half-year 1903 Tls. 7 final = Tls. 12 for year end. 30.4.04 \$6 for 2nd half year 1903 { \$10 div. and \$2 1/2 bonus } for 1903 \$10 div. & \$2 1/2 bonus for 1902/3	6 1/2 % 8 1/2 % 6 1/2 % 6 1/2 %	\$222 buyers Tls. 15 1/2 buyers \$250 \$200 buyers \$110 \$210 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,550,000	\$43,732	Tls. 18 for 1903	9 1/2 %	Tls. 18 1/2 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$12 for 1903	4 1/2 %	\$27 1/2
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	Interim of \$6 for 1904	8 %	\$151 buyers
Haworth Erskine, Limited	12,000	\$50	\$50	\$50,000	\$28,015	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 109 sales
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$250,000		Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,710	Tls. 22,895	Tls. 18 for 1903	9 1/2 %	Tls. 18 1/2 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$1 1/2 for 1903	4 1/2 %	\$27 1/2
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$49			
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904	8 %	\$151 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 109 sales
Tientsin Land Investment Company, Limited	7,246	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1901	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 51,550	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 51,362	None	5 1/2 %	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	\$100,000	\$3,161	Interim of \$1 1/2 for 1904	5 1/2 %	\$58 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000		\$5 for second half-year 1903	7 1/2 %	\$134 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	Tls. 52,500	Tls. 630	\$2 1/2 for year ended 30.6.30	7 1/2 %	Tls. 55
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	Tls. 12 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year	12 1/2 %	\$40
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	Dr. Tls. 2,132	\$5 for the year ending 28.2.1903		Tls. 40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	\$99,177	Interim of Tls. 3 1/2	7 1/2 %	\$12 1/2
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,000 \$50,000 }		90 cents for 1903	7 1/2 %	\$12 1/2
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,998	Tls. 88,014	Interim of 3 1/2 a/c 1898		Tls. 25 buyers
Loy-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares		Tls. 32 1/2 sellers
Sau Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 1/2 for 1897		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31.7.03 }	12 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 65 sales
Alhambra, Limited	300	\$200	\$200	\$45,000	\$57	\$125 for Tls. ending 30.6.1900		\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year		\$9
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$29 1/2 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 1/2 sellers
A. S. Watson & Co., Limited	60,000	\$10	\$10	{ \$250,000 \$25,000 }	\$2,883	Final of 50 cents making \$1 for 1903	7 %	\$15 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	12 %	\$8 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 1/2 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$94
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904	7 1/2 %	\$15 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £21.8 £7,387 }	£7,387	£1 div. and 2/- bonus for 1902	12 1/2 %	\$100 buyers
Shanghai Gas Company, Limited	10,616	Tls. 50	Tls. 50	Tls. 108,173	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	9 %	Tls. 98
Shanghai Waterworks Company, Limited	2,100	£20	£20	Tls. 108,000	Tls. 7,369	Interim of 15/- for 1904	7 1/2 %	Tls. 390
Tientsin Waterworks Company, Limited	2,000	Tls. 10	Tls. 10	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 14 1/2 sellers
Tientsin Native City Waterworks Company, Ltd.	2,941	\$70	\$70	\$186,000	Tls. 413	Tls. 2 for half year	11 1/2 %	Tls. 130 sellers
Itall & Holtz, Limited	21,000	\$100	\$100	none	\$1,104	Final of \$1 making \$1 1/2 for 1903	11 1/2 %	\$304 sales
L. A. Crawford & Co., Limited (Shanghai)	2,500	\$50	\$50	\$50,000	\$8,395	Final of \$1 making \$1 1/2 for year end. 29.2.04	9 1/2 %	\$130 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$25	\$25	\$70,000	\$10,517	\$10 for 1903	7 1/2 %	\$140 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$35,000	\$5,844	\$3.75 for 1903	7 1/2 %	\$235 buyers
Hongkong Ice Company, Limited	5,000	\$100	\$100	\$44,000		Interim of \$4 for 1904	9 1/2 %	\$100 sales
Straits Ice Company, Limited	2,500	\$100	\$100	\$30,000	\$8,383	\$7 1/2 for second half year 1903	7 1/2 %	\$260 buyers
Hongkong High-Level Tramways Company, Ltd.	1,450	\$7 1/2	\$6	\$20,000	\$3,029	\$24 for year ending 31.7.1903	6 1/2 %	\$20 sales
Dairy Farm Company, Limited	10,000	\$10	\$10	\$55,000	\$506	\$3 for 1903	8 1/2 %	\$37 buyers
Campbell, Moore & Co., Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 1/2 %	\$5 buyers
United Asbestos East-Indian Agency, Limited	9,900	\$10	\$4 1/2	\$20,000	\$180	{ 90 cents } for year ended 31.5.1901	9 %	\$90 buyers
Do. (Founders)		\$10	\$10			{ \$10.70 }	10 1/2 %	\$160 buyers
Tebrau Planting Company, Limited	10,000	\$5	\$5	none	Dr. \$12,551	None		\$12 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$11 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None		192 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	9 1/2 %	\$17 buyers
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,444	{ 6 cents for year ended 31.5.04 First year }	9 %	\$7 buyers
Maatschappij tot Nijver, Boesch en Landbouw- opplant in Langkat	25,000	Gs. 100	Gs. 100	{ Tls. 4,469 Tls. 1,143 }	Tls. 27,187	{ First quarterly of Tls. 10 paid 15.3.04 Second do. Tls. 10 " 15 " "	13 1/2 %	Tls. 305
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,227	Tls. 5 for 1903	7 %	Tls. 71 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 5,000	Tls. 3,288	Interim of Tls. 6 for 1901	9 %	Tls. 135 sales
Central Stores, Limited	6,000	\$15	\$12	\$15,000	\$1,553	Interim of \$1.20 for 1903	11 1/2 %	\$24
Do. (Founders)	123					None		\$8 sales
Do. (New Issue)	28,000	\$15	\$7 1/2	none	First year	Preferential of 7 per cent for 1904	9 %	Tls. 40 sellers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,905	Tls. 5 for 1902	12 1/2 %	Tls. 25 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,947	Tls. 6 for 1903	9 1/2 %	\$15 buyers
Kate Brothers, Limited	10,000	\$100	\$100	\$175,000		\$13 for 1903	9 1/2 %	\$15 buyers
Straits Trading Company, Limited	750,000	\$10	\$10	\$650,000	\$81,401	{ \$1 div. and 25 cents bonus for half year ended 30.1.01 }	8 %	\$10 buyers
Fraser and Neave, Limited	4,500	\$10	\$50	\$12,500	\$1,700	{ \$1 div. and \$3 1/2 bonus for 1903 ended 30.1.01 }	8 %	\$14 sales
Maynard and Company, Limited	2,500	\$10	\$10	none	\$823	\$2 for year ended 31.10.1903		\$20
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$10	\$10	none	Dr. \$30,020	First year		\$20
South China Morning Post, Limited	6,000	\$25	\$25	none		None		\$20